



ASP OPERATIONS & PROCEDURES



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Preparation

- Units are expected to arrive at the ASP ready to conduct business. This includes: vehicle(s), load plan(s) appropriate amount of tie down straps, **correct fire extinguishers**, glove box edition, **correct medical cert**, OF 346, and all documentation.
- Units **MUST** do their due diligence the day prior to arriving at the ASP!



ASP OPERATIONS & PROCEDURES



- Most recent DISREPS:
- Supported Unit turn-in problems:
 - Units returning misfires without being cleared/documentated by EOD.
 - Missing packaging/munition components. (Safe/Unsafe)
 - Munitions not strapped to the vehicle properly.
 - Excessive breakout.
 - Vehicles not passing inspection.
 - Strapping Ammunition loads. (Completely UNSAT)
 - Mixing ammunition and dunnage.
 - Incompatible loads\
 - Vehicles placarded incorrectly.



ASP OPERATIONS & PROCEDURES



- Supported Unit Issue DISREPS:
 - MEDCERTS
 - No Ammo endorsement
 - Incorrect fire extinguisher
 - Missing Chock Blocks
 - Missing placards
 - Vehicles not passing inspection
 - No load plan
 - Not enough bed space
 - Turn in followed by an Issue. Arriving too late.





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1 CHG PROP M119A2
155MM HOW
PROPELLANT EXPLOSIVE
SOLID-CLASS B
IND87E-07070707
CU 1320010936856-0550

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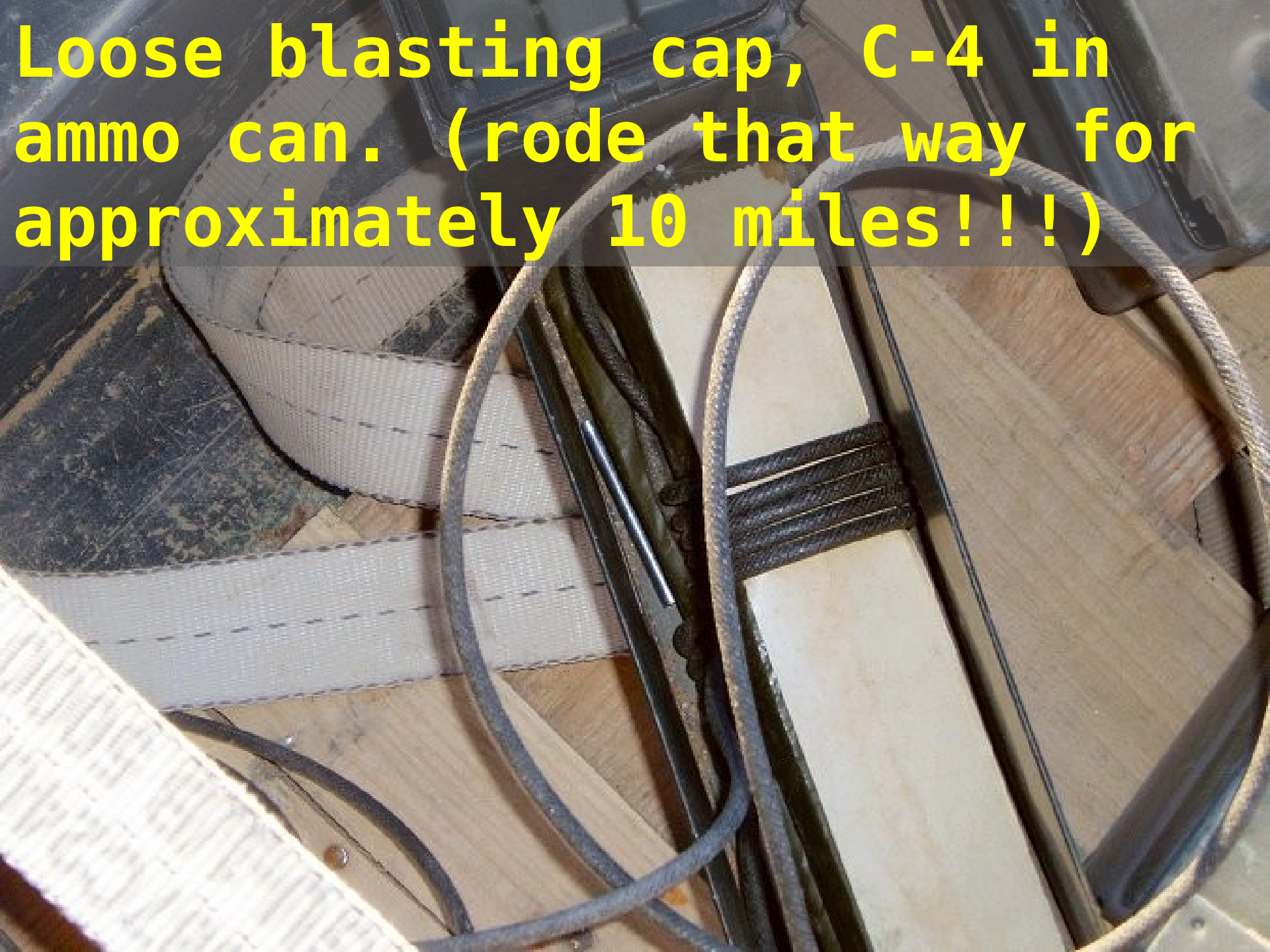
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Fuze igniter, time fuze,
blasting cap, inserted into
C-4 with det cord !!!

WHILE TIME BLASTING FUZE
W5 811111
SIX 85 B010 004
INSTRUCTIONS FOR USE



Loose blasting cap, C-4 in
ammo can. (rode that way for
approximately 10 miles!!!)





Recent DISREPS

- The following pics were taken at the ASP over the last 30 days.....
- **SAVE YOUR PACKING MATERIAL**



**CC-A PACKAGED WITH CC-H
MATERIAL NO EOD DOCUMENTATION**



Missing Packaging



Missing Pull PIN (ASP Inserted wire)



What's the worst that could happen?
Ask yourself "How did we fail?"







SKIDS NOT STRAPPED, ONLY
ONE STRAP TO TRUCK



NOTHING STRAPPED











NOT What it looks like...





ASP OPERATIONS & PROCEDURES



- Common Questions:
- Can I “Safe Haven”?
- Can I do an extended pre-stage?
- Do I need the same driver?
- What time do you stop doing Turn-ins?
- What happens if during my issue the ASP has lightning within 10 miles?



ASP OPERATIONS & PROCEDURES



- All steps are adjustable.
- Most problems/discrepancies could be prevented with a phone call.
- POC's:
- OIC CWO4 Fouchi 451-4721
- Ops Chief MGySgt Maras 451-4723
- AOIC Mr. Nyman 451-4722
- RSI Chief MSgt Newsum 451-4738